

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 11, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #6 – COMPLETE STREETS PROGRAM UPDATE

ISSUE: Complete Streets Program update, accomplishments and upcoming projects

RECOMMENDATION: That the Transportation Commission receives an update on the Complete Streets Program.

BACKGROUND: Complete Streets is the term used to describe a comprehensive, integrated transportation network with infrastructure and design that allows for safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, riders and drivers of public transportation, as well as drivers of other motor-vehicles. In April 2014, City Council reenacted the Complete Streets Policy which was originally drafted and initiated by the Alexandria Transportation Commission. The policy requires a report be provided to the Commission every two years. Alexandria is a leader in Complete Streets, with the first designated Complete Streets Coordinator in the region, which demonstrates the City's commitment to multimodal transportation and safety.

Complete Streets is consistent with the City Council Strategic Plan, and directly supports Goal Three, which calls for a... “multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians.” It is also consistent with the Transportation Master Plan which calls for the City to... “make walking a part of people’s everyday lives by providing pleasant, safe and accessible connections that encourage and reward the choice to walk” and to “Implement a citywide bikeway network to serve all users and trip types, provide end-of-trip facilities, improve bicycle/transit integration, implement encouragement programs and improve safety.” The Complete Streets policy included a provision that annual reports be provided to the Transportation Commission.

DISCUSSION: In the city, when a roadway project is altered through a development application, the city’s Capital Improvement Program (CIP), including resurfacing program or initiated by a citizen request, an evaluation of the street is conducted in order to determine the best way to accommodate all street users. Public outreach has been a crucial step in creating community consensus and buy in on the design on roadway projects. All

major projects are vetted through a community engagement process which includes public meetings, project updates via email and posting up to date information on a project website. The Complete Streets Policy allows for exceptions when a roadway is resurfaced and Complete Streets upgrades are not included. One of these exceptions is for North Hampton Drive, which will be resurfaced in FY 2016. There is a missing sidewalk on this roadway that requires right of way acquisition and cost of design and implementation would be disproportionate for the size of the project and projected future use. Other pedestrian improvements are being implemented with the resurfacing project. A portion of the Duke Street corridor is also being resurfaced in FY 2016, however major pedestrian improvements are not being implemented since the roadway is currently part of the Corridor B Transitway design process, and will be incorporated with Corridor B.

Complete Streets Initiatives

In addition to requiring Complete Streets infrastructure in new development, City funding allows staff to implement many types of projects including:

- Access to Parks
- Access to Transit
- Complete Streets Corridors
- High Pedestrian Crash Locations
- On-Street Bicycle Facilities
- Safe Routes to School
- Safety Upgrades

Recent Program Accomplishments

- Awarded a \$400,000 New Freedom Grant for pedestrian improvements at transit stops
- Drafted The Alexandria Complete Streets Design Guidelines that are anticipated to be complete this year
- Developed a Speed Cushion Program that requires community participation through neighborhood leadership of a project
- Received an award from the Washington Area Bicyclist Association (WABA) for The Best Bicycle Infrastructure in Virginia for the King Street Bike Lane Project
- Provided training for Maintenance staff during the summer of 2014 to inform them of the Complete Streets Program and how the work they conduct in the Maintenance Division is related to and coordinated with other divisions and projects.

Recently Completed Infrastructure Improvements

- Construction of approximately 1,000 feet of new sidewalk
- Installation of pedestrian countdown signals at five intersections
- Installed two rapid flash beacons for uncontrolled crosswalks
- Installed a High Intensity Activated crosswalk (HAWK) for the crossing of Eisenhower Avenue in front of United States Patent and Trade Office
- Installed 15MPH Flashing “School Zone” signs at five schools
- Three Safe Routes to School projects were constructed. Improvements include realigning intersections to provide shorter crossings distances, new sidewalks, curb extensions and upgraded crosswalks and signage. Schools include:
 - Polk Elementary
 - George Mason Elementary

- Cora Kelly Elementary
- Installation of bike racks to provide 50 new bike parking spaces at schools and in parks as well as over 80 new bicycle parking spaces on sidewalks
- Installed the City's first public bike fix-it station on Mount Vernon Avenue
- Installed the City's first automated bicycle and pedestrian counter on the Mount Vernon Trail
- A new sidewalk was constructed on Madison Street, between Washington Street and Columbus Street
- Speed cushions, crosswalks and a sidewalk were installed as part of the Russell Road traffic calming project between Monticello Boulevard to West Glebe Road

Upcoming Infrastructure Projects

Complete Streets improvements will be installed on the following roadways. Projects include pedestrian, bicycle, and accessibility improvements to transit. With exception to Potomac Greens Drive and Wilkes Street, the streets listed are on the asphalt resurfacing list which is shown in Attachment 1.

- Monroe Avenue, Stonewall to Leslie Avenue
- Wheeler Avenue, Duke Street to Dead End
- Potomac Greens Drive, Slaters Lane to Dead End
- Taylor Run Parkway at Janney's Lane (intersection safety improvements)
- Stevenson Avenue and Yoakum Parkway (intersection safety improvements)
- North Hampton Drive, King Street to Braddock Road
- Wilkes Street, Payne Street to Royal Street

Speed cushions will be installed on two roadways that applied for traffic calming and met the criteria.

- Martha Custis Drive, Lyon Lane to Holmes Lane
- West Abingdon Drive, Bashford Lane to Second Street

Sidewalks are planned for installation on the following streets:

- Crestwood Drive, Kenwood Avenue to Valley Drive
- Dawes Avenue, Stevens Street and Seminary Road
- Duke Street, between South Walker Street and Oasis Drive

Upcoming Design Projects

A study to identify and improve pedestrian access to transit stops and a trial concept study for the Old Cameron Run Trail will be completed in 2015. In addition, the following streets are planned for resurfacing in late FY 2016 or early FY 2017, and as a result, design and public outreach for Complete Streets improvements will begin in 2015.

- North Van Dorn Street, Seminary Road to Menokin Drive
- Mount Vernon Trail at West Abingdon Drive
- Intersection of King Street, Callahan Drive and Russell Road
- Cameron Street, King Street Metro to Union Street
- Prince Street, King Street Metro to Fairfax Drive
- King Street, Janneys Lane to Radford Street

Attachment 1: FY 2016 Paving Schedule

FY 2016 Resurfacing Schedule

Proposed FY16 Paving Schedule	Section	Avg PCI
	Taney Ave from Van Dorn St to the Dead end	33.13
	Wheeler Ave from Duke St to the Dead-end	29.80
	Monroe Ave from Stonewall Rd to Leslie Ave	39.00
	Janneys Lane from Cloverway to King St	33.00
	E. Taylor Run Pkwy from Duke St. to Dead End	45.20
	Yoakum Parkway from Edsall Rd to Stevenson Ave	36.00
	N Hampton Dr from Ford Ave to King St	23.50
	Duke St. from N. Quaker Ln. to S. Jordan St.	40.00
	S. Van Dorn St. from S. Pickett St. to Edsall Rd	41.00
	N. Van Dorn St. from Seminary Rd. to Menokin Dr.	41.00
	N./ S. Columbus St. from Green St. to Oronoco St.	46.00
	Eisenhower Ave. from Bluestone Rd. to Mill Rd.	40.60
	CityWide Alley Resurfacing	< 10
	King St from Menokin Dr. to Janney's Lane	36.43
	TOTAL	37.35